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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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AN INJUNCTION REQUESTED.

The Chicago Drainage Canal trustees have run against a strong barrier, that probably will prevent the turning of water into the canal as soon as they expected. The commissioners of the Illinois and Michigan Canal have interfered. A dispatch from Springfield, Ill., of the 26th inst. says:

"A bill has been prepared and signed by Attorney General Akin, which will be filed in the Circuit Court of Will county to-morrow (27th), asking that the sanitary district be enjoined from interfering in any way with the flow of water in the 'Summit level' of Illinois and Michigan canal until it has made provision to supply the level with the amount of water which heretofore has passed through it."

"The court will be asked to restrain the defendant from opening the gates at its controlling works at Lockport in turning water from the end of its main channel into the Desplaines river at this point, and from reducing the level of the water into the Chicago river at the point where the same feeds the 'Summit level,' until it shall make suitable provision for supplying the level with a supply of water equal to that which has heretofore been used and enjoyed by the canal, and from in any wise interfering with or reducing the amount of water in any level of the Illinois and Michigan canal."

TRIAL TRIP OF U. S. TORPEDO BOAT DAHLGREN.

On Oct. 23, the U. S. torpedo boat Dahlgren was submitted to her official speed tests. The first trials were progressive for the purpose of obtaining the screw standardization. On the final trial that day a mean speed of 30 knots resulted at 317 revolutions per minute of the engines. The next day a continuous speed of 31 knots an hour while carrying a load of 20¼ tons was maintained for the space of an hour, which breaks the world's record for a boat of her size equipped with reciprocating engines. Parsons' Turbinia, with a displacement of 44½ tons having made 32¾ knots, is the only record exceeding this result. The Dahlgren is 151 ft. 7 in. in length, with a beam of 16 ft. 4 in., mean draft of 4 ft. 8 in., and a displacement of 150 tons. The propelling machinery consists of two sets of vertical triple-expansion engines driving twin screws, each set having a high-pressure cylinder 17¼ in. diameter, an intermediate-pressure cylinder 24⅞ in. diameter, and a low-pressure cylinder 37¾ in. diameter, with a piston stroke of 21 in. The high-pressure and intermediate pressure cylinders have piston valves, and the low-pressure cylinder a flat slide valve, all of which are driven by Stephenson's link motions. The designed indicated horse-power of the main engines is 2,100 when making about 320 revolutions per minute, with steam pressure in the boilers of 230 pounds per square inch. The crank shafts, piston, and connecting rods, and all other important forgings about the engines are of forged nickel steel. The crank and propeller shafts are hollow. The boilers, two in number, are of the Normand water-tube type, each having 59 square feet of grate area, and 2,776 square feet of heating surface, so that at the designed full power the indicated horse-power developed per square foot of grate will be 35.6, and the heating surface per-indicated horse-power, 1.32 square feet. The propellers are three-bladed, 6 ft. 6 in. in diameter, with a mean pitch of about 12 ft., and are arranged to turn away from one another in the upper quadrants when going ahead. The bunker capacity is 32 tons of coal, and the armament comprises two swivelling deck tubes arranged for the discharge of 18 in. torpedoes, and four one-pounder quick-firing guns.

THE TURRET QUESTION.

Secretary Long has directed the designing board of the Navy Department to proceed with plans for the three new battleships authorized last Congress regardless of the fact that no test have so far been made of the superimposed turret system of the Kearsarge and Kentucky, which a majority of the board advocate applying to the vessels. The question to be fought over and the various subjects involved abou which the board is certain to quarrel as it invariably does when the planning of a vessel is concerned, will necessarily result in the designs being perhaps delayed for six months or longer, and it is not expected at any event the ships will be so far decided on that bids may be asked until next session of Congress takes some action on the armor situation.

The most determined opponent of placing one turret on another, fore and aft, both controlled by the same mechanism and training all four guns in each at the same target, is Admiral Hichborn, Chief Constructor, who opposes this form of gun installation as inferior to other possible arrangements, for the chief reason that one shot striking a turret might disable all the guns, high and low. The danger of this occurring, he asserts, is so great as to counteract the advantages arising from a concentrated fire. A ainst him. however, in favor of the system, are Admiral O'Neil, who has recently swung into that line of opinion, Admiral Melville, and Comdr. Clover. The experiment, as such it is regarded on the Kearsarge and Kentucky, should be first tried before so important a departure in naval ordnance installation be applied to three vessels costing each not less than five million dollars.

"IT is very hard to realize that the voice one heard over the telephone is not the voice of the person who is talking," said an electrician, chatting about the oddities of the business, to a reporter of The New Orleans Times-Democrat. "It seems exactly like the real tones, drawn out thin and small and carried from a long distance by some mechanical means, but it is not. When one speaks into the instrument, a little diaphragm, like a drum-head, begins to vibrate, and each vibration sends a wave of electricity over the wire. The wave-set up a mimic vibration in another diaphragm at the opposite end, which jars the air and produces an imitation of the original voice. That's not a very scientific explanation, but it's accurate. The autograph-telegraph, which makes a facsimile of hand-writing, is a fair parallel. You write your message with a pen, attached to a special electric aparatus, and a little ink siphon at the other end of the line exactly imitates every dot and curve. The result seems like the real thing, but it is merely a first-class counterfeit. It's the same way exactly with the voice in the 'phone."

ASTRONOMICAL NOTES FOR NOVEMBER.

COMMUNICATED.

Arcturus in Bootes that has so long been an object of beauty in our evening sky, can now be seen only for a short time in the early evening toward the northwest, and will soon disappear entirely. Antares in Scorpio has already passed from our view. Only two first magnitude stars will be visible in the evening, west of the meridian during November; Vega in Lyra and Altair in Aquilla. Deneb in Cygnus, though fully equal in brightness to Altair, is not generally classed as first-magnitude. They may be found early in the evening for most of the month, above a point midway between the zenith and horizon. Toward the southeast Fomalhaut in the Southern Fish is approaching the meridian. Toward the east Aldebaran in Taurus is now well above the horizon in the early evening. In the northeast, about mid way between the horizon and zenith, the beautiful Capella in Auriga may be seen, the brightest star at present in the eastern heavens.

During most of November Ursa Major with the Great Dipper will be passing the meridian below the pole in the evening and hence will be at its nearest approach to the horizon.

No planets will be in position favorable for observing during the month; they are all apparently too near the sun to be easily seen, though Venus may be found toward the southwest the latter part of the month in the early evening.

During October the face of the sun was without spot till the twenty-third, when a group of small spots came into view by rotation and has now almost completed the transit of the sun.

The earth is daily lessening her distance from the sun and is now more than two millions of miles nearer than she was in July. The sun is still sinking toward the south, and the mid-day shadows are constantly lengthening. During the month he will increase his southern declination by more than seven degrees, and will then be twenty-one degrees and nearly fifty minutes south of the celestial equator. On November third the sun will come to the meridian sixteen minutes and twenty seconds in advance of true time, the greatest difference possible between apparent solar time, mean or true time.

From that date he will gradually slacken his pace, and at the close of the month he will only be eleven minutes fast.

By reason of this change in the apparent motion of the sun, he will rise later and the days will not shorten quite so rapidly in the evening.

The most important astronomical event during the month will be the meteoric display of November 13-17. It is expected that the maximum display will take place on the morning of the fifteenth, as the earth will pass through the densest portion of the meteoric stream at that time. Only once in thirty-three years does this occur. The last display was in 1866, and was witnessed on the eastern continent, but was invisible in the United States.

The motion of the meteoroids in their orbit is the opposite in direction to that of the earth, so that the earth meets them. Thence in order to see them to best advantage we must be at the front. So the most favorable time for witnessing the display will be from midnight till dawn.

As the earth is several days in passing through the meteoric stream there will probably be minor displays on two or more mornings before and after the fifteenth.

The presence of the moon, nearly full, will not be favorable for the display, and the prevelance of clouds in November is another discouraging feature. Notwithstanding these unfavorable circumstances the display will, doubtless, be awaited with great interest in every civilized country of the globe.

D. SATTERTHWAITE, Toledo, Ohio.

than the American route. Your Erie canal from Lake Erie to the sea is about 500 miles long, and, when all its improvements are finished, it will have a 9-foot depth or 8-foot draught. Canada's canal waterway from Lake Erie is 374 miles long and is now 14 feet deep. Vessels of 2,000 tons can pass through, and new devices to lengthen locks 60 feet will improve even that." The American syndicate asked for certain privileges and concessions in return for the vast monetary outlay which would be required to develop traffic via the St. Lawrence route to and from the seaboard.

Mr. A. A. Jenkins, of this city, who spent a part of the past summer on one of the Lizard Islands, north shore of Lake Superior, says that the party with whom he was hunting and fishing found large quantities of wreckage from the steamer Western Reserve, the Minch vessel that was lost with all hands, excepting one sailor, in Lake Superior seven years ago, and on which Capt. Peter Minch was lost with his wife and child. Among the wreckage was a board, probably from the side of the pilot house, containing the name of the vessel, and a hatch cover that was not at all broken. It is a strange coincidence that wreckage from the steamer Manistee, also lost with all hands (1882), was found in the same locality. But the Manistee was lost away up at the head of Lake Superior. She left Bayfield for Ontonagon, but never reached the latter place, and the story of her loss is still untold. The Manistee was commanded by Capt. John McKay, brother of Capt. George F. McKay. Twenty-seven lives were lost with the vessel.

DULUTH—SUPERIOR.

Special Correspondence to The Marine Record.

Nearly 500,000 bushels of wheat in bond has been shipped out of Duluth this week. The Crete will take 120,000 bushels, the Penobscot, 140,000 bushels; the Rosemount, 80,000 bushels; the Myles, 80,000 bushels, and the Majestic, 10,000 bushels. All of this will go via Canadian waterways to the coast.

The tug Record, which is receiving repairs made necessary as a result of her having been sunk by the steamer Neilson, is at the West Superior shipyard. The Record has been the best tug and ice breaker at the head of the lakes for a good many years and she will be put in first-class order for the fall and winter work, including part new bows and a thorough overhauling of her hull and machinery.

The fourth season's work on the concrete breakwater at Marquette has been finished, 500 feet having been added this year. This is the first breakwater built out of natural cement, although the Government has a section of the outer breakwater at Chicago constructed of cement for experimental purposes. If appropriations are regular, the Marquette pier will be completed in 1902, at a cost of $200,000.

The schooner Chris. Grover, with a cargo of dynamite, went on the rocks at Split Rock in the fog on Tuesday last. The point is located 40 miles up the north shore. The hull of the schooner is old and the rocks stove it up badly. Capt. Gibbon is stripping the wreck, which will be abandoned. The Grover was built in 1878 and is a small craft, being only 123 tons rating. She was owned by Jacob Werner, of Marquette.

Capt. Ben Howard, of the steamer Bon Voyage, states that he passed the Harlem in Portage canal as the latter was being towed to Houghton by the tug Merrick. He says that the boat looks better than might be expected after spending a year in an exposed position on Isle Royale. The reason assigned for taking the Harlem to Detroit for repairs instead of to the dry dock at West Superior is that she was built at Detroit and that all of her patterns are there.

The little steamer Suit reached here this week with a small but valuable cargo from Point Sable. It consisted of 40 tons of the copper that was jettisoned a few weeks ago by the steamer H. E. Runnells, seven miles this side of Au Sable, in 14 feet of water. Capt. C. H. Sinclair, of the American Salvage Association, secured the copper for the Ætna Insurance Co. The copper is worth about $13,700, and was all put on board the Suit by the crew and a diver in 12½ hours of actual work. The copper has been shipped on the steamer Runnels from the Calumet and Hecla mine, and it will be reshipped in Duluth on the steamer Buell.

Regarding next season's business a broker and agent says: I do not think there is any ground for the belief which is said to exist, that grain and coal freight will be largely shut out next year as a result of the heavy movement of ore that is now assured for the season of 1900. Of course, everything that looks like a boat will be in demand, and some of the commodities may be greatly delayed, at times, and even forced to be forwarded in part all rail. But as a general proposition the present vessel tonnage of the lakes will next year be able, undoubtedly, to handle a great deal more business than this year. A full month has been cut out of this season by the late opening, by strikes and the accident to the Houghton; add to next year the possibilities of one month's business over that of this year, together with the new vessel tonnage that will be available during all or a part of next year, and it will mean a great deal. Next year is going to be a very heavy one in respect to the movement of lake freight, and all records will be broken. There may, and undoubtedly will, be more freight offered than can be freely carried.

WM. C. WHITNEY is the controlling power in the Electric Traction Co., which proposses to operate Erie canal boats with trolley wires along the tow-path

CHICAGO.

Special Correspondence to The Marine Record.

Grain freights are dull this week and have dropped to three cents on corn to Buffalo.

The steamer Neshoto arrived Monday morning with wheat from Duluth, which is being unloaded at the Galena elevator.

The schooner Mary E. Dykes has been abandoned in the Calumet river at a spot not far from where the old whaler Progress is lying.

At Miller Bros., the steamer J. D. Marshall was in dock for a new wheel and repairs to stern bearing; the steamer Fayette for a general overhauling, some new bottom plank and recalking.

James Hogan, assistant hull inspector, and James Kehoe, assistant boiler inspector in the Chicago steamboat inspector's office, have been notified that their services will not be required after Oct. 31.

The schooner Oak Leaf has been sold by Lyman Feltus to the Pilsen Lumber Co. for $10,500. The schooner Oliver Mitchell is transferred from Mary A. Ackerman, of Oswego, to P. Myres, of Chicago, for $2,700.

The Hines Lumber Co.'s steamer Santa Maria, Capt. Walter Hamilton, and consorts Wayne, Marvin and Shawnee arrived here Friday from Lake Superior with 3,441,000 feet of lumber, thereby breaking all former records.

Capt. Charles Chapman and Joseph Dewherst, of Huron, O., are here to buy the tug W. E. Rice from Capt. Robert Charles. The Rice will be taken to Lake Erie for fishing purposes. She has hitherto been in the lake front excursion business.

Johnson & Knudson, ship carpenters, have put a new bow and stem, bowsprit, jibboom, pawl post and mizzenmast into the schooner Kate Lyons, and a new mainmast into the schooner Emily B. Maxwell. They have also raised the steamers Ivanhoe and Gordon which burned and sank at the foot of Van Buren street.

Notice has been sent out by the Lake Michigan and Lake Superior Transportation Co. that all freight to be forwarded previous to the close of navigation must be delivered at the company's warehouses not later than Saturday, November 11. The movement of package freight by lake from Chicago to the Northwest during the present season has been unprecedented.

Receipts of anthracite by lake in Chicago since the opening of navigation up to Octobor 15, have been about 900,000 tons, says a leading coal merchant at Chicago. This is somewhat in excess of the lake business last year. The railroads have delivered us 300,000 tons during that time, which is also an increase. But in the spring of 1897 there were on the docks here 250,000 tons of anthracite, whereas the docks last spring were bare.

The steel rail record of the world was made October 25th when the South Chicago mills of the Federal Steel Company produced 2,609 tons in twenty-four hours. This broke their best previous record of 2,585 tons. The production for October for this mill also made the record and aggregated about 60,001 tons. The company's mills here have a capacity of 625,000 tons a year, and are to run at full limit for the next twelve months.

The unexpected death of Capt. Peter C. Bassett, at his home in Detroit, of pneumonia, after six days' illness, on the 25th of October, was heard here with much regret among the marine community by whom he was greatly respected. The deceased had been in the employ of Candler Bros., of Detroit, 28 years, and was with them until a few months ago when they sold the steamer M. M. Drake, of which he continued master until a short time before his death. He was master of the steamer Chauncey Hurlbut many years.

The Chicago Dredging & Dock Co. has disposed of its fleet of tugs. The steel tug Alpha goes to the Barry Bros. for $5,000, and the Commodore and Frank R. Crane to the Hausler & Lutz Towing & Dock Co., at South Chicago. The price paid for the Commodore and Crane is not given out. The Alpha was built in 1881 and measures 86 tons and is 77 feet keel and 19 feet beam. She has a condensing engine and is well adapted to river towing. It is supposed that the Alpha will be used in an independent tug line on the river here, although no such announcement has yet been made.

While Chicago has suffered a loss in its grain trade this season the port as a grain market has rather been benefitted than injured. Its competitors have not had the advantage of rail competition, and grain from Duluth, has steadily paid from 1½ to 2½ cents per bushel more to Buffalo than grain from Chicago. During much of last season the two ports were nearly on an equal plane. Duluth shippers complain that vast quantities of grain which ordinarily would have gone to that port for shipment have been diverted to Chicago from the northwest. For the remainder of this season Chicago vesselmen claim that the true policy of the railroads would be to send their cars to Lake Erie to take care of the grain brought there, thereby preventing the usual fall blockade at Buffalo. They insist that the railroads have no right to send their cars to Chicago to take grain, so long as they are threatened with a blockade on the short haul from Buffalo to the seabord. A persistence in the present policy, they urge, is nothing more than unadulterated selfishness, without regard to the injury inflicted upon vesselmen and shippers by the lake route.

"The efforts of the railroad lines to control the grain traffic of the West," said Capt. D. Sullivan this week, "shows vesselmen as it never has done before, the supreme importance of the improvement of the Erie canal. It is not impossible for railways to paralyze lake traffic at any time by not giving cars to take the traffic from Buffalo and Erie. That is exactly what is being done now. Cars which ought to be used in taking grain from Lake Erie to the seaboard are being sent west to take grain from Chicago. In other words, the railroads seem to be plugging up one end of the lake route in order to scoop in the trade at the other. What other explanation can be offered for offerings of cars to take grain by the million bushels from Chicago, when the same roads cannot care for the traffic offered them at Buffalo. The only escape for vessel owners is in the Erie canal." Another marine man charged that the shortage of coal cars was due to the same policy. Lake trade was to be crippled in his opinion in every way by withholding cars to take freight to lake ports. Use for same cars was being found in the long haul from Chicago to the seaboard. Every ton of freight held back by these tactics would come to the roads after the season of navigation had closed.

A dismissal without charges or cause has been given to Assistant Inspector of Hulls James Hogan and Assistant Inspector of Boilers Thomas Kehoe in the local steamboat inspection office. The two men recently received notice from Washington that their services would not be required after October 31. The notice came direct from Supervising Inspector-General Dumont and was entirely without warning. It is said that the reason which will be given for the change is that Chicago has fallen below the number of vessels inspected which requires assistants to the local inspectors, and they were accordingly dismissed. Vessel men generally were surprised at the announcement, and speak in high terms of the two men. James Hogan was formerly owner and master of the steamer Albert Soper and has been a prominent figure in the lumber marine fleet. Strong efforts will be made by the marine interests to have the men reinstated. It is said that Chicago's fleet of boats to be inspected fell below the required number during the past year, owing to the exceedingly small grain fleet lying up here during the winter. It is believed that a large number of boats will be on hand at the close of navigation and the local inspectors will have trouble to clean up their work without help.

FLOTSAM, JETSAM AND LAGAN.

The schooner Oak Leaf has been sold by Lyman Feltus to the Pilsen Lumber Co. for $10,500. The schooner Oliver Mitchell is transferred from Mary A. Ackerman, of Oswego, to P. Myers, of Chicago, for $2,700.

The Falls Hollow Staybolt Co., Cuyahoga Falls, O. is not only doing a large business in the marine field but is also receiving patronage from the railroads. The safety hollow staybolt iron is specified to be used in the locomotive recently ordered by the A. T. & S. F. Ry. Co.

The official marine report, at Ashtabula for the month of October, shows that the ore receipts amounted to 482,149 tons, an increase of 162,935 tons over the corresponding month last year and 22,642 tons more than the September receipts. The total ore receipts to date aggregate 2,934,490 tons. Coal shipments during October amounted to 146,880 tons, a slight decrease over September shipments.

It is now stated that the Toledo & Ann Arbor railroad will build another car ferry steamer during the coming winter. The company is negotiating for the use of an ice-crusher to keep Sturgeon Bay canal open, so that ferries can run all winter. The railroad company want another boat, but it seems questionable where the material is to come from, though the keel could be laid at the yards of the Craig Ship Building Co., Toledo.

Secretary of the Navy Long says he is heartily in favor of the upbuilding of the merchant marine and presents three reasons for favoring it, as follows: First, by reason of the financial return which would follow from carrying our constantly increasing exports; second, from the increased business it would give our shipyards; and third, because it would furnish a reserve of seamen upon which the navy could draw in case of war.

TRANSFER OF VESSEL PROPERTY.

When the Central Vermont railroad failed to meet its obligations last spring, the Ogdensburg line of steamers, which the Central Vermont had bonded ten years ago to cover partial cost of construction, was ordered into the hands of a receiver, the United States Circuit Court for Massachusetts appointed Percival W. Clement, of Rutland, Vt., to the position. Of the original mortgage for $775,000 there still remained unpaid $634,000, and as the controlling number of bonds were held by the Rutland railroad, the boats were transferred at Detroit this week to the service in connection with that road.

Under the management of the receiver the line shared liberally in the prosperity of the present season, easing considerably the doubt as to the outcome of the transaction for the bond holders. The boats were all built in Detroit, and the fleet consists of the William J. Averill, Walter L. Frost, William A. Haskell, James R. Langdon, A. McVittie, Governor Smith, Henry R. James and F. H. Prince, averaging 2,000 tons gross and all being built between 1884 and 1890.